



# CITY OF LODI

## COUNCIL COMMUNICATION

AGENDA TITLE: Report on Evergreen Drive at Elm Street Intersection Study

MEETING DATE: January 20, 1999

PREPARED BY: Public Works Director

RECOMMENDED ACTION: No action. Information only.

BACKGROUND INFORMATION: The intersection of Evergreen Drive and Elm Street has been studied based on concerns received related to traffic congestion and pedestrian safety.

The intersection of Evergreen Drive and Elm Street is a "T" intersection, with Elm Street terminating at Evergreen Drive (**Exhibit A**). Elm Street traffic is controlled by a stop sign and Evergreen Drive traffic is not controlled. A marked crosswalk was installed across Elm Street and across the south leg of Evergreen Drive in March of this year. Traffic volumes entering the intersection on Elm Street and Evergreen Drive are 1,105 and 1,920 vehicles per day, respectively. These counts were performed on a weekday and include the additional traffic generated at the park due to soccer practice. Available accident records for the four-plus years from 1994 to the present indicate that there have been two accidents at the intersection, both occurring in 1994. Both of these accidents were solo-vehicle accidents occurring during daylight hours; the drivers failed to stop at the posted stop sign on Elm Street at Evergreen Drive, striking the curb in front of the park. One of the drivers was intoxicated, and the other was only 15 years old. Based on these accidents, a warning sign was installed at the west end of Elm Street in May 1995. There have been no accidents at the intersection since that time.

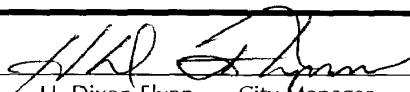
Staff's field review of the area adjacent to the intersection of Evergreen Drive and Elm Street indicated that high pedestrian activity and vehicle congestion problems occur primarily during sporting events at Peterson Park. As this neighborhood park has no parking lot, parking demand in the adjacent residential area is high, and there are a number of pedestrians crossing at various locations along Evergreen Drive. Staff also observed that due to the congested conditions, vehicles were traveling very slowly and drivers were yielding to the pedestrians crossing the street.

### STUDY RESULTS

The intersection of Evergreen Drive and Elm Street was reviewed for the installation of multi-way stop controls. State of California Department of Transportation (Caltrans) guidelines are used when considering the installation of multi-way stop controls. These guidelines consider traffic volumes, accident history, and critical (85<sup>th</sup> percentile) speeds. As indicated on **Exhibit B**, these guidelines are not met.

Staff also considered other actions that would improve conditions at the intersection, such as driver and pedestrian visibility. The visibility of drivers stopped on Elm Street at Evergreen Drive can be improved by restricting parking adjacent to the intersection. Also, the removal of parking immediately adjacent to the marked crosswalks will improve pedestrians' ability to see approaching vehicles, as well as the ability of drivers to see pedestrians (**Exhibit C**).

APPROVED: \_\_\_\_\_

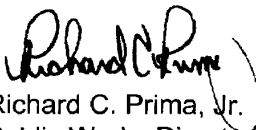
  
H. Dixon Flynn -- City Manager

## RECOMMENDATION

Based on the relatively low traffic volumes, lack of an accident problem, and short congestion periods, staff does not recommend the installation of multi-way stops at this intersection. A multi-way stop control is also likely to lengthen the period of congestion by increasing the time it takes drivers to make drop offs and pick ups because all vehicles will be required to stop at the intersection. However, we do feel that restricting parking in some areas will enhance safety during the congested periods without affecting traffic flow at other times of the day. Based on these factors, we will be installing no-parking zones adjacent to the intersection and marked crosswalks as previously described and shown on Exhibit C. Per Section 10.44.020(F) of the Traffic Ordinance, the Public Works Director has the authority to install lengths of no-parking zones up to 20 feet without Council approval; therefore, no City Council action is needed.

As an additional measure to reduce parking congestion and aid pedestrian safety during sporting events, Council may wish to consider expanding the small paved area at the north end of the park to provide an on-site parking lot. As shown on Exhibit D, a parking lot can be accommodated within the area between the fence and Evergreen Drive. The example shown, utilizing the existing driveway for the pump station, provides twenty-five parking stalls. The lot will require the relocation of some picnic tables and immature trees. If the addition of a parking lot is going to be considered, it should either be constructed while the immature trees can still be moved or the trees should be moved now to accommodate the future lot. A more detailed layout and cost estimate can be prepared for presentation at a future meeting at Council's request.

**FUNDING:** Funding for the installation of no-parking zones adjacent to the crosswalks from the Street Maintenance Account at an approximate cost of \$100.

  
Richard C. Prima, Jr.  
Public Works Director

Prepared by Rick S. Kiri, Senior Engineering Technician

RCP/RSK/lm

### Attachments

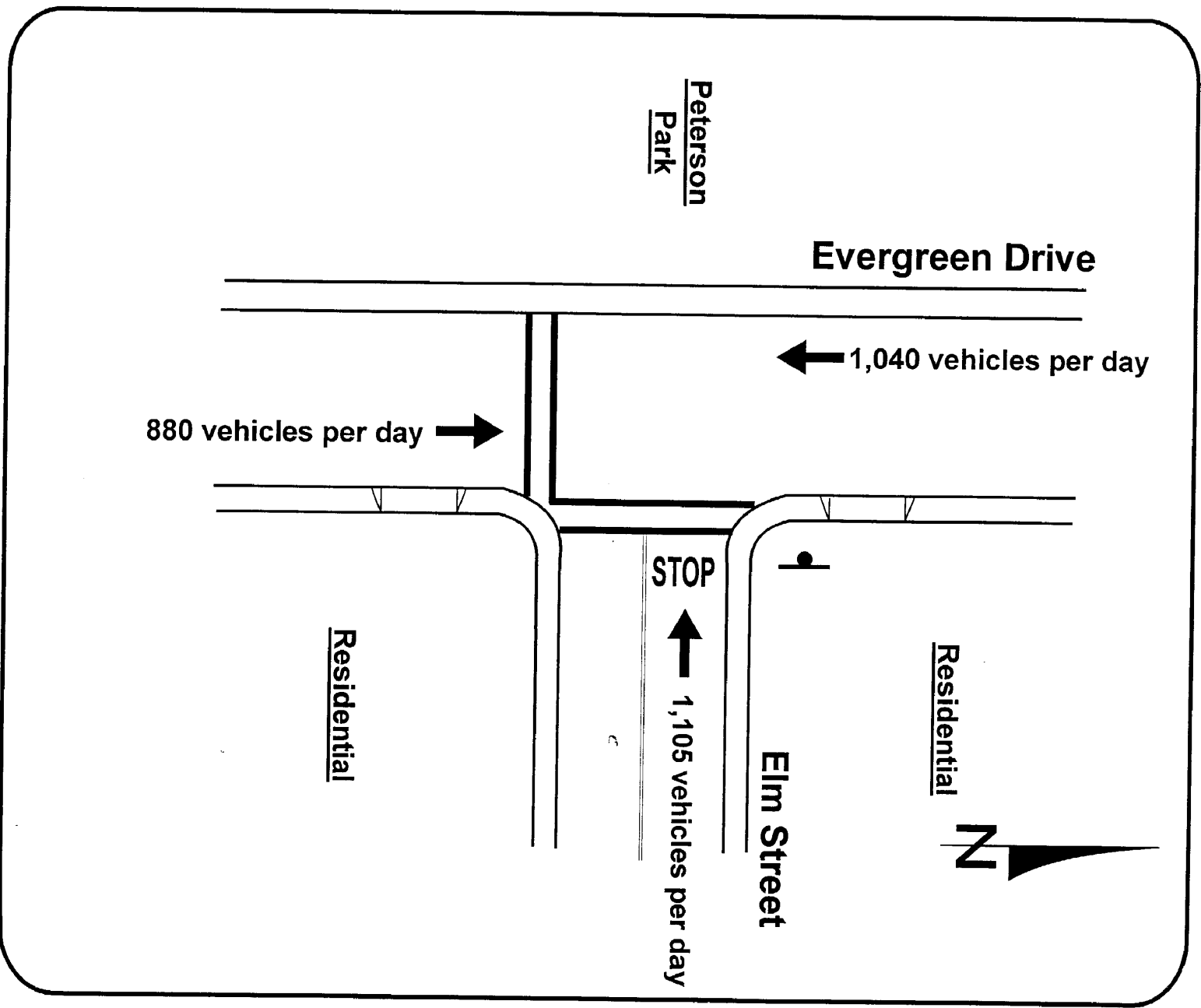
cc: Police Chief  
Street Superintendent  
Parks and Recreation Director  
Parks Superintendent  
Associate Traffic Engineer  
Concerned Citizens



**CITY OF LODI**  
Public Works Department

*Exhibit A*

**Evergreen Drive  
at Elm Street**  
Existing Conditions





# CITY OF LODI

Public Works Department

Exhibit B

## MULTI-WAY STOP SIGN WARRANTS

INTERSECTION OF: Evergreen Drive

and Elm Street

DATE: November 18, 1998

BY: R. Kiriu

Any of the following conditions may warrant a multi-way STOP sign installation.

1. Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Satisfied \_\_\_\_\_ Not Satisfied X

2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multi-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions.

Time period Jan - Dec 1997

Total number of accidents 0

Number of correctable accidents 0

Satisfied \_\_\_\_\_ Not Satisfied X

3. Minimum volume warrant:

- a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day, and

Hour	7am	8am	2pm	3pm	4pm	5pm	6pm	7pm
Major Street	180	141	141	174	137	155	197	98
Minor Street	22	44	80	91	127	151	101	83

Highest eight hrs 7am a.m. to 8pm p.m.  
 Total volume 1922 vehicles  
 Average per hour 240 vehicles

- b. The combined vehicular and pedestrian volume from the minor street ~~or~~ highway must average at least 200 units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

Hour	7am	8am	2pm	3pm	4pm	5pm	6pm	7pm
Minor St Vehs	22	44	80	91	127	151	101	83
Pedestrians*								

Highest eight hrs 7am a.m. to 8pm p.m.  
 Average per hour 87 vehicles  
 Average per hour 0 peds (EST)  
 Average units per hour 87

\* need 901 peds (113 per hour) to satisfy

Satisfied \_\_\_\_\_ Not Satisfied X

4. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

85-percentile speed 36 MPH  
 Satisfied \_\_\_\_\_ Not Satisfied X

A four-way STOP sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

Traffic major street 63 %  
 Traffic minor street 37 %

Approved by: [Signature]

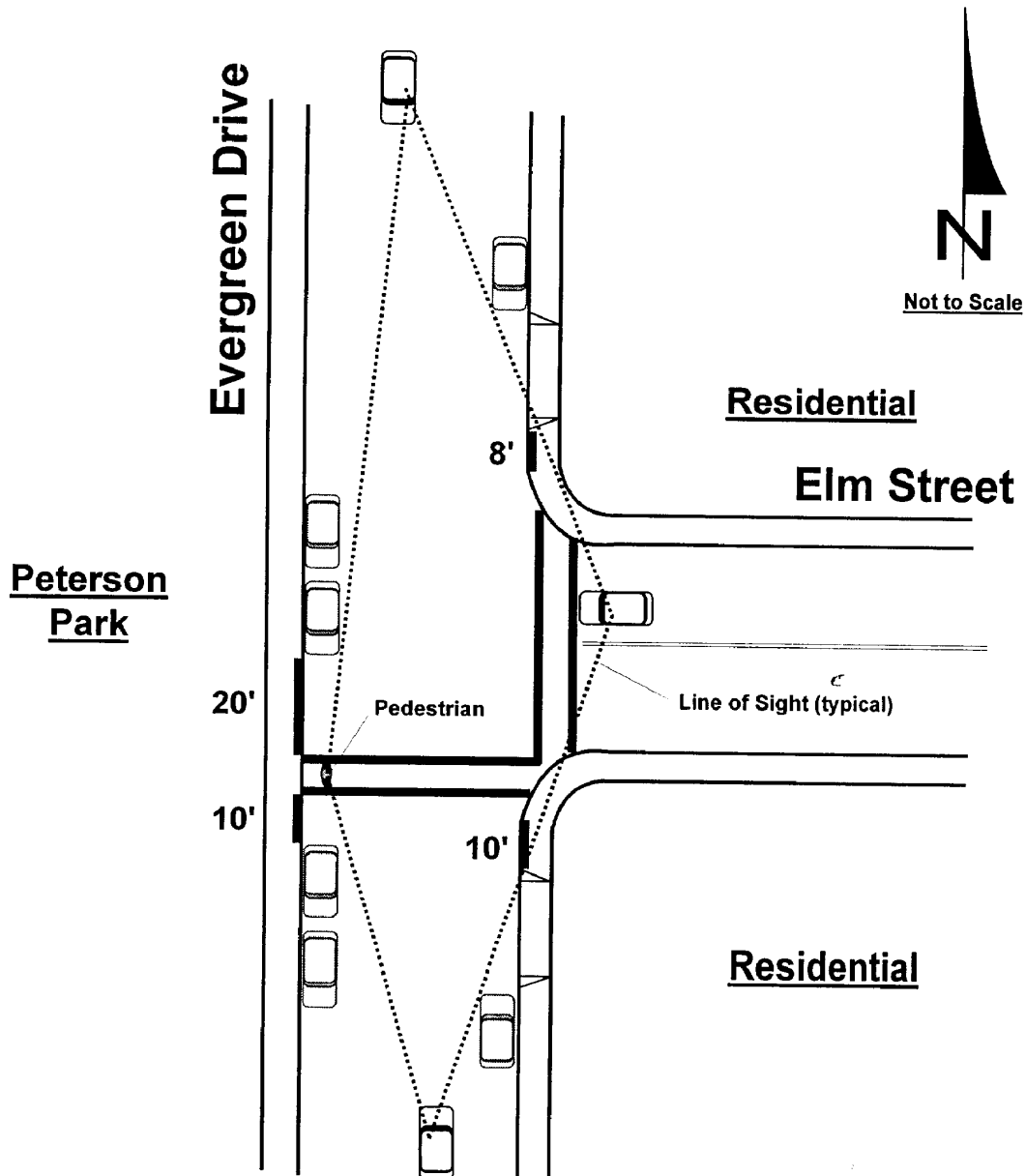
Warrant Satisfied: YES \_\_\_\_\_ NO X



**CITY OF LODI**  
Public Works Department

**Evergreen Drive  
at Elm Street**

**No Parking Zones**



**LEGEND**

— - Proposed "No Parking" Zones



# CITY OF LODI

Public Works Department

## Evergreen Drive

## Peterson Park Parking Lot Expansion

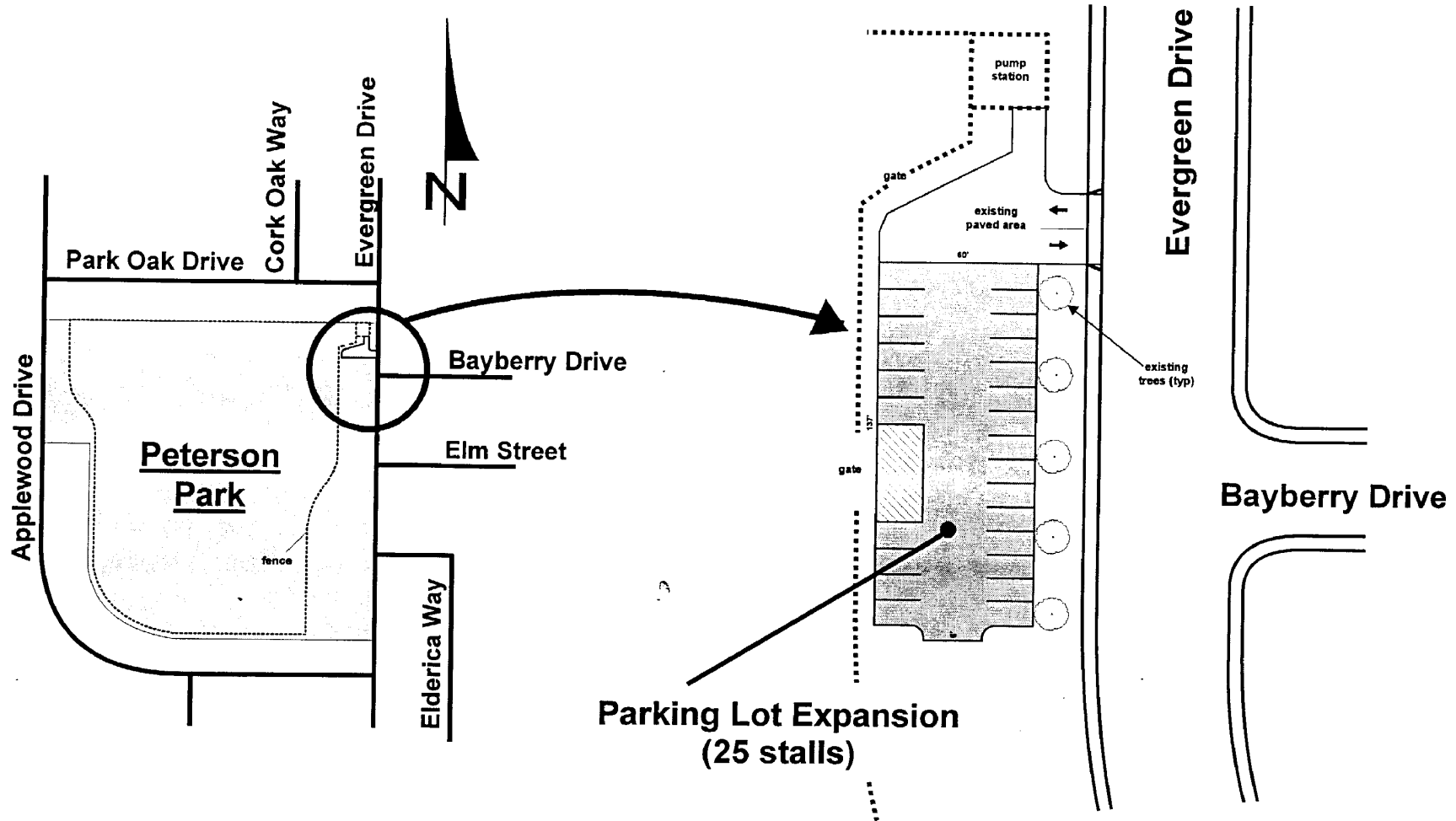


Exhibit D

CITY COUNCIL

KEITH LAND, Mayor  
STEPHEN J. MANN  
Mayor Pro Tempore  
SUSAN HITCHCOCK  
ALAN S. NAKANISHI  
PHILLIP A. PENNINO

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January 14, 1999

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SUBJECT: Report on Evergreen Drive at Elm Street Intersection Study

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, January 20, 1999. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Alice Reimche, City Clerk, at 333-6702.

If you have any questions about the item itself, please call Rick Kiriou, Senior Engineering Technician, at 333-6800, ext. 668.



Richard C. Prima, Jr.  
Public Works Director

RCP/lm

Enclosure

cc: City Clerk